

Evidentiary Document # 5059A.

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST.

No. 1.

UNITED STATES OF AMERICA AND OTHERS.

- against -

ARAKI, SADAO AND OTHERS.

I, CHARLES HENRY KAPPE of BRISBANE in the STATE of QUEENSLAND, make oath and say as follows:-

1. I was VX48789 LT.COL. CHARLES HENRY KAPPE, SIGNALS UNIT, 8 AUSTRALIAN DIVISION, when I became a prisoner of war of the Japanese at SINGAPORE on the 15th February, 1942.
2. I left CHANGI in April, 1943, in command of 3660 Australian troops. Generally speaking, the men were in good condition, but fit for light work only. After fourteen months on insufficient food they had no resistance and no reserve of strength.
3. The Japanese said that the movement of this force of 7000 strong, comprised of 3,300 British and the remainder Australians, under the command of Lt. Col. HARRIS, 18 Div. Artillery, a Britisher, was because the food situation in Singapore was deteriorating.
4. The Japanese told us we were going to a place where the climate was similar to that of Singapore. They said we were going to seven camps in the hills in a good climate with healthy surroundings; that as many mosquito nets and blankets as possible were to be taken by individuals and deficiencies would be made up when we reached our destination (which was not disclosed); Canteens were to be established in all camps and no restrictions were to be placed on the amount of personal equipment to be taken; transport would be made available for the cartage of heavy camp equipment, camp and medical stores for the men unfit to march; there would be no long marches; we were not to be a working party. I was not told this personally, but the Force Commander was told and I have seen it in his sworn report that thirty per cent of the men could be unfit. Australian policy was that only very near fits would go. There was no inclusion of any sick personnel. In the Australian component we had only one hundred and twenty-five men who were unfit for work, whereas the British included the full thirty per cent.
5. We moved by train in parties of 700 to BAMPONG in THAILAND. The transport was in ten rice trucks and each had to accommodate twenty-seven to twenty-eight men and stores. There was no ventilation in the trucks except the sliding doors. The heat was terrific. The trucks could only hold ten men comfortably.

6. The men were kept in the trucks for long intervals and sanitary facilities en route were either non-existent or filthy.

7. The food consisted of twenty ounces of rice and onion water per man per day for everybody including the sick. We were not given regular meals, sometimes we went for twenty-four hours without food and one party went for forty hours without it.

8. The water supplied was inadequate. Drinking water was very limited, we could only fill our water bottles at the stops, which were irregular. One train was without water for a full day and until nightfall on the next.

9. The trip lasted four to five days.

10. When we arrived at BANTONG we were placed in a staging camp where the accommodation was filthy and over-crowded. Food consisted of rice and there was very little of it. We had one day there.

11. We then marched by night, a total of 185 to 190 miles as near as we can gauge. For the first part of the journey the weather was dry. It was tropical country and perspiration just poured from everybody and our clothes became absolutely wet, when we were marching these long distances and carrying heavy loads, later the monsoon broke and we marched through tropical rain.

12. Rest periods were quite useless because the staging camps were in cleared areas alongside the track and no cover or protection from the tropical sun or insects was provided.

13. The journey took seventeen days and during that time we had three extra days' rest, that is three nights without marching.

14. Our longest march was about twenty-eight kilometres, during which we marched forty minutes and rested twenty minutes. We were very over-loaded as we had to carry our cooking containers, gear and medical supplies. There was no transport to take any of the heavy gear which consisted of six gallon containers, medical pans full of medical stores, picks, shovels, etc.

15. We were constantly badgered by the Japanese, and the sick were forced to continue despite our own medical officers' opinions. The guards beat them along, and many had to be carried by comrades on improvised stretchers throughout the night, in addition to their own loads.

16. The beatings and slappings of men who were completely unfit weakened them to such an extent that when they arrived at their camps they fell easy victims to cholera and other diseases and died rapidly. The Japanese never let up or allowed the men including the sick, to rest. It seemed to be the higher policy to drive these men through, to see that they did not remain in the staging camps.

17. Most of the beatings were done with hands and fists, but there was one instance when two officers, Major ANDERSON and Lieut. TWEEDIE were beaten with a golf club.

18. Everyone of the staging camps was shocking from the point of view of sanitation, filth, full latrines, etc. were ripe for dysentery and other diseases. There were flies by the millions and maggots crawling everywhere.

19. Our party went to within a few miles of the THREE PAGODAS PASS on the BURMA-THAILAND RAILWAY, and the men commenced work on the line in mid MAY 1943. I was with them the whole time.

20. In all the working camps on the railway into which our party moved, the accommodation had not been completed and the buildings had no roofs. The monsoon rains were then falling. The food in these camps was just rice and onion water or rice and bean water.

21. All the time our boots were falling to pieces, and there was no replacement of clothing or footwear. The work on the line was very hard on boots as we were in mud and water all day long. Later on we had to ballast the line with stones and the men had to walk across these stones and work in quarries without boots.

22. The hours of work varied from twelve to twenty per day. Twelve hours and fourteen hours per day were the most common. Normally the men would be out at 8 a.m. and back at 10 p.m. We had no days off. The first day off we had was when the railway was through, and the line was joined near our camp about 19th or 20th September. We had started about the 14th or 15th May, and we worked night after night right through to September, without a break. For months and months the men did not see their camp in daylight. Day after day and many times a day, I made protests, the Medical Officer made protests and the Adjutant made protests in an endeavour to get the numbers of men working reduced. Nothing would stop the Japanese. They said they would drive the men to work and if they wanted a thousand men for work they would get a thousand men, irrespective of their physical condition.

23. Rice with a few pieces of fish in it, was the food ration. In the early stages rice was fairly plentiful, but as soon as a man went sick the ration was cut down to one third of the amount given to a working man. Sick were then starved and it was impossible to build them up again. We have complete records of the ration and they show that the food was totally inadequate.

24. During the course of the building of the line I was told by the Japanese that it was a Military Railway, and as soon as the line was through I saw the trains loaded with horses, guns, trucks, ammunition, etc.

25. The Force I was with was called "F" FORCE and we worked on the section of the railway just south of the THREE PAGODA PASS to NIEKE. Until July I was with FOND'S Battalion moving from KONCOITA to TAIMONTA and then with a special party of three hundred odd to a general camp just south of NIEKE.

17. Most of the beatings were done with hands and fists, but there was one instance when two officers, MAJOR ANDERSON and Lieut. TREEDIE were beaten with a golf club.

18. Everyone of the staging camps was shocking from the point of view of sanitation, filth, full latrines, etc. were ripe for dysentery and other diseases. There were flies by the millions and maggots crawling everywhere.

19. Our party went to within a few miles of the THREE PAGODAS PASS on the BURMA-THAILAND RAILWAY, and the men commenced work on the line in mid May 1943. I was with them the whole time.

20. In all the working camps on the railway into which our party moved, the accommodation had not been completed and the buildings had no roofs. The Monsoon rains were then falling. The food in these camps was just rice and onion water or rice and bean water.

21. All the time our boots were falling to pieces, and there was no replacement of clothing or footwear. The work on the line was very hard on boots as we were in mud and water all day long. Later on we had to ballast the line with stones and the men had to walk across these stones and work in quarries without boots.

22. The hours of work varied from twelve to twenty per day. Twelve hours and fourteen hours per day were the most common. Normally the men would be out at 8 a.m. and back at 10 p.m. We had no days off. The first day off we had was when the railway was through, and the line was joined near our camp about 19th or 20th September. We had started about the 14th or 15th May, and we worked night after night right through to September, without a break. For months and months the men did not see their camp in daylight. Day after day and many times a day, I made protests, the Medical Officer made protests and the Adjutant made protests in an endeavour to get the numbers of men working reduced. Nothing would stop the Japanese. They said they would drive the men to work and if they wanted a thousand men for work they would get a thousand men, irrespective of their physical condition.

23. Rice with a few pieces of fish in it, was the food ration. In the early stages rice was fairly plentiful, but as soon as a man went sick the ration was cut down to one third of the amount given to a working man. Sick were then starved and it was impossible to build them up again. We have complete records of the ration and they show that the food was totally inadequate.

24. During the course of the building of the line I was told by the Japanese that it was a Military Railway, and as soon as the line was through I saw the trains loaded with horses, guns, trucks, ammunition, etc.

25. The force I was with was called "F" FORCE and we worked on the section of the railway just south of the THREE PAGODA PASS to NIEKE. Until July I was with FOND'S Battalion moving from KONCOITA to TAIMONTA and then with a special party of three hundred odd to a general camp just south of NIEKE.

26. In June POND's Battalion arrived at KONCOITA where the party halted for two days. The troops were billeted in huts which had been evacuated the previous day on account of cholera deaths. The huts were indescribably filthy and protests which were made to the Japanese only caused the force to realise that they were officially placed on the same level as Burmese coolies. An application for tools with which to clean up the filth brought the reply that none was available, despite the fact that hundreds of shovels and chunkels had been brought from UPPER KONCOITA. Coolies walked through the huts, spat, defaecated and vomited everywhere. Yak carts and yelling droves congregated at the entrance, yaks were taken through the huts and they dropped their excreta where rice bags had to be stored.

27. There were dead coolies within two hundred to three hundred yards.

28. At UPPER SONKURAI Camp in August the latrines were flooded by the incessant rain. One of them had broken its banks and a filthy stream oozed through the camp area and passed under the floors of the huts occupied by the hospital. Outside and even inside the huts was a quagmire. There was no reason for the hospital to be in the position in which it was as there was high ground where it could have been placed.

29. No provision for hospitalisation of the force had been made, except a small hospital camp at LOWER NIEKE, which was soon abandoned. Requests to allow fit men to remain in camp to improve the situation were refused and all fit men were made to work on railway construction. Any attempts to get tools with which officers could do this work met with very little success. We even found it difficult to obtain a pick or shovel to dig graves for the dead.

30. In the same camp on the 10th August cholera broke out. The area selected by the Japanese for the isolation hospital was a small cleared space of low lying ground on the river bank, where the mud was ankle deep and the only fixed accommodation was a small hut capable of holding no more than thirty patients. The remainder of the personnel placed in isolation had to be quartered in tents and under tent flies which invariably leaked. No fit men were freed from engineer work to assist the sick in providing stagings to keep them from middy ground, and all duties except nursing had to be performed by the personnel in isolation. Requests for more serviceable tents and the release of men from work to improve the area and even for a few additional tools all met with the same result. The Japanese did not occupy this hospital.

31. The instances I have given above indicate generally the type of accommodation in these camps, except that I have not stressed the terrific overcrowding which existed everywhere.

32. The men had nothing to wear except the clothing in which they were captured, and most of that had rotted or perished during the months of the monsoon. Many of the men were going to work with only a scanty piece of cloth around their loins.

33. Force Headquarters were constantly asking for medical supplies to be brought forward, but the answer always given was that the road to the south was impassable. However, war equipment and merchandise for the NIEKE shopkeepers were being brought forward in quantities by river boats. The result was that medical supplies were practically non-existent.

34. I have seen all the bones of a man's feet exposed by an ulcer of the foot. I have seen the bones of a man's leg exposed from the knee to the ankle and I have seen a man's ribs exposed by an ulcer under his arm. The only treatment which could be given was scraping with sharp instruments.

35. The Japanese had their own medical supplies at NIEKE because some of our Australian doctors who were working in that area were attempting to purloin some of these stocks to pass on to our camps.

36. The facts set out in the preceding paragraphs are typical of the treatment meted out generally at the railway camps in respect of medical supplies.

37. On the 7th July a protest against the maltreatment of the men was forwarded to GENERAL BANNO. This pointed out that on the 3rd July the men marched out of camp at 0900 hours and after ploughing through mud for five kilometres they commenced work at 1030 hours. The task for the day for 135 men was 160 metres of corduroying. This involved the removal of the mud for a width of 6 ft., laying the logs, and draining and reinforcing the track with earth and stones. Parties of ten to twelve men were forced to carry in the day seven logs 15 feet long and 10 to 12 inches in diameter a distance of one kilometre through the mud and slush. Four men collapsed. In one instance only six men were detailed to a log, these were driven along by an engineer who struck the men every ten yards or so with a bamboo stick. Up to 1345 hours the men had been given no rest. Then after a break of thirty minutes for lunch they had to work on until 2100 hours with one rest of fifteen minutes, returning to camp at 2230 hours. The working hours the next day were the same, except that there was no break during the afternoon. Instead of ten to twelve men being allotted to each log carrying party, there were only seven. Eight men collapsed under the heavy loads. I made that report after enquiry with Major JOHNSTON.

38. The above is typical of the work on the corduroying of roads, but the work on the construction of embankments and digging cuttings was just as arduous. The whole force worked seven days a week until about the 17th September.

39. The majority of men who went to work would normally have been in hospital or on light duties.

40. On one occasion we were able after some difficulty to raise the required number of men for work for the engineers when the Japanese demanded another fifty for work inside the camp. This work included the building of a new barrack hut for the Japanese, the making of pathways and other work in their interest. I refused on the ground that I had no more

men who were capable of standing on their feet. I fought the Japanese on this matter for two hours. The two persons making this demand were Lieuts. FUKUDA and TOYAMA. After this time, one of them, I think it was TOYAMA entered one of the hospital wards and commenced slashing at the men with a stick with the object of driving them out to work. I had a hurried conference with my senior Medical officer, Major STEVENS. After the Japanese had stated that, if the men were not forthcoming, the whole camp ration would be cut in half, we decided that it would be in the interest of the men if we selected fifty men in the latter stages of their malaria treatment, rather than have the camp literally starved. At this stage conditions in No. 3 camp were well-nigh desperate. The number of sick was above one thousand, out of a strength of 1680.

41. On the 15th July, 1943. I sent out a party, 38 less than the number requested. The senior Medical officer and his assistant started work as soon as it was light to reclassify the men. At about mid-day Majors HUNT and JOHNSTON and I were summoned to I.J.A. Headquarters where we found FUKUDA in a raging temper because his orders had not been carried out. FUKUDA stated it was Japan's intention to become friendly with Australia after the war, but the senior officers were doing all they could to antagonise the Japanese by refusing to carry out orders. He said that if he ordered that 1000 men would go to work, they would go despite any protests which we would make. The Japanese engineers were prepared to die and the prisoners also must be prepared to sacrifice their lives for the railway. He went on to threaten that not only would the Camp Commander and his staff be punished but all men in the camp would be made to suffer for the disobedience of his orders. Our own particular punishment was to consist of being made to stand in a fire. He pointed out that the construction of the railway had to go on without delay as it was required for operational purposes, and had to be finished within a certain time at all costs, irrespective of the loss of lives of British and Australian prisoners. He said it was no use our quoting the articles of the Geneva Convention, as our own people had offended against it by the sinking of hospital ships and running down civilian internees with steam rollers. If necessary, he stated, the men would be required to work three to four days on end without rest.

42. The above instances are typical of the Japanese attitude towards work throughout the railway construction. I gained the impression that everything was to be subordinated to the completion of the line by the end of August, and when this was not fulfilled, they became insane with rage. In the last days of its construction our men had to work from 0530 hours until 0200 hours the following day.

43. On the 13th September I was informed by Lieut. FUKUDA that the men must be prepared to work all through the night as the railway was only a few kilometres to the north, and it was necessary that the line should reach SONKUPAN three kilometres to the south by the 16th. Owing to heavy rain, however, the work ceased at 2230 hours, the men having been out since 0530 hours that morning. On the 14th September reveille was at 0530 hours and despite heavy rain all day and throughout the evening the men were forced to remain out until 0230 hours on the 15th. Again they were roused at 0530 hours and were worked until midnight of the 15/16th

September. On the 16th reveille was at 0530 hours and work finished at 2200 hours. By this time the men were completely exhausted. Conditions were approximately the same on the 17th. All the foregoing facts are set out in my diary which I kept at the time.

44. In November, 1943, after the completion of the railway the survivors came south by rail to KANBURI, which was the Japanese main base for the railway construction. After about ten days there we moved to BANGKOK. After about a week there I moved by ship with 500 troops to SELARANG, SINGAPORE.

45. Of the original 3,662 men who left Singapore as members of "F" force, 1060 failed to return, representing approximately 29% of the A.I.F. component. The losses in the whole force was 44%. The British lost 59%.

46. Many of the men have died since and I am certain that many others will feel the effects for the rest of their lives.

47. I consider the reasons for the heavy loss of life were the poor food for the fourteen months in CHANGI, followed by a five days' train journey under shocking conditions, followed by seventeen days' marching through the jungle with heavy loads and through filthy staging camps with poor food, which completely exhausted the men. No rest was given before they were sent to work. Insufficient food was provided to make good the exhaustion of their bodies following those events. Food of a nutritional value was absent. On top of that excessive overwork had to be done. There was lack of elementary medical supplies and facilities and elementary necessities for sanitation and hygiene.

(Signed) C.H. KAPTE, Col.

SWORN BEFORE ME AT BRISBANE
ON THE 6TH DAY OF SEPTEMBER, 1946.

(Signed) A.H. DEAKIN, J.P.

JUSTICE OF THE PEACE.

第一頁

丁方合衆國其他——對——荒木貞夫其他

私即チケイレンスランド川ブリスベーン出身、ケヤルス・ヘンリー・カッパハ
宣誓、後左、如ク證言ス。

(一) 私(ケヤルス・ヘンリー・カッパ)一九四二年、昭和十七年二月十五日、シンガポ
ール、日本軍、俘虜ニツク時、私、濠洲第八師團通信
隊、附中佐テ、認識、番号、バ・V・X・四八八九デシタ。

(二) 一九四三年、昭和十八年四月、私ハ、三千六百二十名、濠洲軍部隊
ヲ指揮シテ、ケヤンギヲ離レシタ。概シテ兵士達ハ良好狀態ニアリ
ミシタガ、輕勞働ニ堪エレルケ、テシタ。不元分テ食糧、テ十四ヶ月
過シテ来タ、テ彼等、ハ何等、抵抗カセ、餘カセアリマセン、テシタ。

(三) 日本人、詰テハ英國人ガ三千三百名、殘餘ハ濠洲人カウ成リ砲兵オ
十八師團、附英人ハリス中佐ガ指揮スル、セキ名部隊ガ移動ス
ハシンガポールニ於ケル食糧事情惡化、因リ、ダト、マデシタ。

(四) 日本人ハ我々ハ氣候ガシンガポールト同様、或場所ニ行ク、ダト、ニヒマ
シタ。彼等ハ我々ガ氣候ガ良クテ健康的環境ニ立上、
セツノ收容所ニ行ク、ダト、イコト。又個人々々テ、お来る、ケ、蚊
帳ト配布ヲ、携行スル、ケ、ナラ、テ、不足、今、目的、地(コレハ、表
カレマセン、デシタ)ニ着イ、時、ニ補充、サレ、コト。酒係ガ、全收容所ニ設
ケレ、携行個人、器具、量、ハ制限、ナイ、テ、アウ、シ、重イ、收容
所、附、腐、早、ヤ、行、軍、お、来、ナイ、兵、達、多、ク、收容所、用、早、
醫、療、品、ヲ、運、ブ、タ、ニ、運、送、便、宜、ニ、ト、ヘ、シ、長、行、軍、ハ、ナイ

No. 1

Ex 1565-A
Doc 5059A

doc5059A

No. 2

予、ウシ又我々、作業隊ニルナリトコト、以上、コトヲ我々ニ
話シテシタ。コト、私自身聞ク多ク話デ、テ、部隊指揮官カ
聞ク、話ス。私、彼、官班言、報告書中ニ兵達、三割、
健在ナルヲト書イテ、ルナリ見タ、トナリ、

壕側、健在、極ク近イ者、多ク行、モ、針、デ、病兵、
入、モ、合、モ、セ、テ、壕洲人部隊、僅ニ、百二十名、労働、不
適、兵、居、タ、タ、テ、タ、タ、之、反、英、國、人、部隊、前、記、三、割
モ、全部、合、モ、セ、

- (五) 我々、汽車、デ、百名宛、泰國、ハ、ボ、ン、抄、動、シ、タ、輸、送、
十、台、米、運、搬、用、ト、ウ、テ、行、レ、各、車、二、七、名、ト、用品、ト、
收容、シ、タ、バ、ナリ、モ、ソ、ト、ウ、テ、引、テ、以、テ、通、風
装置、置、タ、リ、非常、ト、暑、サ、デ、モ、ハ、ト、ウ、テ、僅、ニ、十、名、ヲ
具、合、モ、收容、シ、得、レ、程、ナ、過、デ、イ、タ、

第三頁

- (六) 兵達、長時間、ト、ウ、中、関、ヤ、必、タ、又、金、甲、衛、生
施設、全然、無、イ、タ、不、潔、ナ、モ、デ、
- (七) 食物、病人、ヲ、合、シ、各、人、一、日、食、米、二十、大、又、葱、汁
デ、シ、タ。我々、時間、通、リ、食、事、ヲ、五、時、或、時、ニ、二十四
時間、食、事、ト、シ、過、シ、或、令、隊、四、時間、食物、ヲ、賣、シ、
セ、デ、
- (八) 水、給、与、不、充、分、デ、シ、タ、飲、料、水、非常、制限、サ、
不、規則、ト、停車、時、我々、水、筒、ニ、詰、ル、水、ヲ、取、リ、
テ、シ、タ、或、列車、デ、一、日、ト、次、日、日、没、定、水、無、シ、
シ、タ、

- (九) 旅の四五日続キマシタ。
- (十) バンボンに着クト我々、或中継收容所に入レマシタ。其處、施設、不潔デ又超満員デシタ。食物ハ米ヲ而モ極ク少量デシタ。我々其處ニ一日居リマシタ。
- (十一) ソレカラ夜行軍ニナリシカ我々、測定デハ全部デ彼是百八十五哩乃至百九十哩ノ行程デシタ。行軍、最初ノ頃ハ早天デシタ。我々、ソノ長行軍ヲシテ重荷ヲ持ツテ歩イテサタ時ハ熱帶國デアリ各人共瀧ノ汗デ衣服ハズ濡レニナリマシタ。其後本サ即凡カ訪レ我々熱帯降雨ノ中ヲ進ミマシタ。
- (十二) 中継收容所ハ道路ニ沿ッテ開イタ場所ニテ熱帯地方ノ日光、昆蟲類ヲ遮ルタメ何等ノ防護施設モ設ケテアリマセンデシタ。休憩期間ハ全然無駄デシタ。
- (十三) 行軍ハ十ニ日ヲ要シ同期間中三日間特別休憩アリマシタ。つまり三晩行軍ナレシタ。
- (十四) 我々、最長行軍距離ハ約二十八軒デソノ時ハ行進中ノ休憩ニ十分ノ割デ進ミマシタ。我々ハ炊事具、器材、醫藥品ヲ持ツネハナラナカッタデ非常ナ重荷デシタ。六カロシ入浴器、醫藥品、話メ行季、鶴嘴、円匙等ヲナリ重器ヲドレモ運搬ノ便宜ハ与ヘラレマシタ。
- (十五) 我々ハ絶エズ日本人ニコワレマシタ。我々側ノ軍醫官達カ意見ヲ述ベタニ拘ラズ病人達ハ行軍ヲ続ルニトテ強制サレシモノ者視兵達ハ病人ヲ打テ続ケマシタ。多クハ病人ハ冬自ラノ荷物ヲ持ツ仲間達ニヨツテ急造ノ擔架ヲ不デ一晚中運ベレネハナリマシタ。

Doc 5059A

No. 4

(内) 全然行軍不通、兵達、打擲サレテ極度ニ衰弱シタリ、自
分達、收容所ニ到着スル時ニハコレ等、病氣ニ真ガ四推リ
意ニ死亡スルモノ、日本人、病人ト雖モ兵達ニ決シテ休息ヲ与
タリ許サズ、之ヲセデシメ、コレ、兵達カ中継收容所ニ留
マツルニ驅リ立タス、ハ上司、方針ニシテ多様ニ思ハラセム。
(次頁ニ續ク)

第三頁

(十七) 毆打ノ多クハ平手ヤ拳骨ヲ行ヒタ。然シアンカースン
カ佐トトウイレイ中尉ノ二人ノ持杖カコルフ用ノ棒ヲ毆打
セタトイフ一例モアツタ。

(十八) 中継牧客所ノ誰モか衛生的見地カラ見テ悲シク爲シ
テ居タル汚物ヤ一杯ニ詰ツタ便所等ガ今モ赤痢ヤソノ他ノ
病ヲ招キサウアアツタト云。蠅ハ幾百万トナク居リ到ル處ニ
蛆ガ這フテキタ。

(十九) 我々一行ハ緬泰鐵道ノフスリバダスパスカラ數哩
以内ノ所ヘ行ツタ。ソレヲ一九四三年五月中旬兵達ハ線路上
テ仕事ヲ開始シタ。私ハ終始彼等ト共ニ居タ。

(二十) 我々一行ガ移リトノ鐵道建設牧客所ヲモ設備カ
完成シテ居テ建物ニハ屋根モナク。當時季節節風雨
カ降リテキタ。是等ノ牧客所内ノ食物ハ米 ト葱心ノ汁カ
或ハ米 ト豆ノ汁カテラス。

(廿一) 始終我々ノ長靴ハおろくニナラ居タルソレヲ衣類ヤ
履物ノ掛替モナク。長靴ヲ履イタマノ線路上ノ仕事ハ
一日中泥エヤ水中ニ居ルハ非常ニ困難ヲカサ。

ソノ後我々ハ線路ニ石ヲ敷キ兵達ハ靴無しヲ是等ノ石
ノ上ヲ横切リ石切場カ働カネハナラナク。

(廿二) 仕事ノ時間ハ一日十二時間カラ二十時間ノ間デアツタ。
一日十二時間、十四時間トイフカ最も普通デアツタ。通常
兵達ハ午前八時ニ出掛ケテ午後十時ニ歸リ来タ。我々ニハ
休日ハナク。我々ノ最初ノ休日ハ鐵道カ開通シテ九月ノ

Doc 5059A

No. 6

十九日カ廿日頃線路が我々、牧谷所近フニ接合セタ時
我々、五月ノ十四五日頃ニ着キテ九月迄休ミテ毎夜毎夜
働キ通シタ。何ヶ月モ何ヶ月モ兵士達ハ、日中ニ彼等、牧谷
所ヲ見タ事ハモタ。毎日一ソレ一日ニ何回モ働ク人間
ノ数ヲ減ラシト努メテ私ハ抗議ヲシ軍医待接モ抗
議ヲシ又副官モ抗議シタガサズ日本人ヲ抑止スルコト
ハ出来ナカ。彼等が言フニ兵士達ハ仕事ヘト駆リミエ
若シ一千人カ仕事ニ必要ナラソノ健康状態、如何ヲ
問ハズ千人ヲ運ビ行クハト。
廿三、魚ヲ数斤入レタ米飯カ配給、食糧チヌタ。始メ中
米ハ可成リ沢山チヌタガ兵カ病氣ニタト直チニ配給ハ停
務者ニ與ヘセル分量ノ三分ノ一ニ減ニシタ
病人ハソレチヌタ飢エテ再起サセシ事ハ不可能チヌタ。我々
ハ配給ニ関スル完全ニ記録ヲ持ツ居リ、ソレハ食糧カ
金チヌタ不十分チヌタ事ヲ示シタル。
廿四、線路建設中私ハソレハ軍用鉄道デアル事ヲ日本
人チヌタ聞カセタ。ソレハ線路カ開通スルヤ否ヤ私ハ馬ヤ銃
ヤ貨物自動車ヤ彈藥等ヲ積ンダ列車ヲ見タ
廿五、私カ居タ部隊ハ「下」部隊ト呼ビラ「スリー・バック・パ
ス」ニ「一」ニ向テ「丁度南方ニ當ル鉄道地」チ働タカ。
七月迄私ハ「ボンド」大隊ト「諸」ニ居テ「コンコウ」セラタモ
シタ。迄移動シタ。ソレチヌタ三百名餘リ、特殊部隊ト「諸」
ニ「一」ニ「丁度南」ニ「一」般牧谷所ニ行ツタ

Doc 5059A

No. 7

— 第四頁 —

其、六月二「ボルト」大隊ハ「コンコルド」ニ着イテ其處ヲ一
行ハ二日間留メ、部隊ハ「コルド」病、~~間~~「前日」ニ之
退カシテ、廠舎ニ宿官シテ、廠舎ハ名状シ難イ程汚
日本人ニ向テ抗議ハ出シテ其結果ハ兵士達ハ公然ト
此ニ人、労働者並ニ取扱ハレタリトイフ事ヲ部隊ハ
覺タニ過オカシタ。汚物ヲ掃捨スル道具、請市
ハシテ教自「ニヤルヤ」チユニ「鉄」ガ「アバ」コンコルド
カラ持テ来テ「アタ」ニモ拘ハス、役ニ立テ、何モナト
「返事」ヲ「アタ」労働者達ハ廠舎ノ間ヲ歩き廻リ
到ニ處唾ヲシタリ大カ便ヲシタリ「ヒタリ」シタ。整年、
車ト「キ」ニ「群集」ト「入口」ノ所ニ集アリ午ハ廠舎間
ニ引キ入シテ米袋ヲ貯ヘル所ニ彼等、排泄物ヲシタリ
其、二三百ヤード以内ノ所ニ労働者達、乳体カ「アタ」
其、八月ニ「アバ」フ「ク」イ「牧畜」所ハ他間無
雨ノ多便所ハ溢ラシメタ。

(次頁ニ續ク)

Doc 5059A

ホサヘモ同シ様ナ結果ニツタ。日本人、コノ病院ヲ使用シ
ナカッタ。

(世) 私が右ニ述ベタ実例、コノ、収容所、設備状態ニ
般的ニ示スモノデアル尤モ到ル所ニツタ物事、超満
員、状況ニ付テハ強調ニナカッタガ

(世) 兵連ハ停虜ニツタ時着テマタ着物以外何も着
物がナカッタ。シカモ着物、大部分ハ季節風、吹ク
数ヶ月、間ニ朽ケ果テ、マッタ。

兵連、マタハ腰、廻リニホニ、僅カ許、一布ヲ纏フ
テ働キニ行ツテマッタ。

證據文書第五。五九八号ニ

(世) 部隊本部、絶ヘズ醫療品が局デアル様要求ニ
居タガ、南方ヘ、道路が通也困難デアリト答ヘ、シ
デアッタ。然レ軍用設備、及ビ「マッタ」、商人連ニ
對スル商品、河舟ニ依ツテ澤山送ラレテ居タ。
其ノ結果醫療品ハ實際上皆無デアッタ

(世) 私ハ或ル兵、兩足、骨が足部潰瘍、露出サシ
テ居リ、マッタ。又或ル兵、脚、骨が膝、マッタ踝關節
ニ至ル迄露出居リ、ヤ又他ノ者、肋骨が、マッタ腕、下、
潰瘍ニ依リ露出ニテキハ、マッタ見タ。施シ得タル唯一、
手当ハ銳利ノ道具ヲ以テ切り取ルコトデアッタ

No. 9

(世) 「マッタ」ニ於テ日本人ハ日本人用、醫療品ヲ所持シマ
タト云フ、ハ其ノ地方ヲ働イテ居マッタ我々濠洲人醫師中

Doc 5059A

ノ或ル者ガ我々ノ收容所ニ過サント是等物品ノ若干ヲ竊取セムト企圖シテ居タコトガワカラデアル。

(英) 前項ニ於テ陳述シタ事實ハ醫藥品ニ肉ニ飲道收容所ニ於テ一般ニ取ラレテ居タ處置ノ代表的ナモデアル。

(英) 七月七日、英連、庫特ニ對スル抗議ガ、バン、將軍ヘ送ラレタ之ハ七月三日、俘虜達ハ午前九時ニ收容所ヲ出發シ五軒ノ間泥濘ヲ押シ分ケテ行進シタ後午前十時三十分ニ仕事ヲ始メタ事ヲ指摘シタモデアル。百三十五名ニ對スル其ノ日ノ仕事ハ百六十米突、丸太道路ノ工作デア、六呎中ニ泥ヲ取り除キ丸太ヲ置キ排水シテ土ト石ヲ以テ道路ヲ補強スルガ此ノ仕事デア、十人乃至十二人宛ノ諸組ハ日中長サ十五呎直径十寸乃至十二寸ノ丸太七本ヲ泥濘ト取ル中、一軒モ運搬セザレタ。四人ハ倒シテ了ツタ。或ル時唯六名ノ兵連ガ一本ノ丸太ニ對スル特別勤務ニ選ビ是等ノ者ハ二兵ニ驅使セシタ。其ノ兵ハ約十碼毎ニ其兵連ヲ杖ヲ持ツテ打ツタ。午後四時十分迄其兵連ハ休息ヲ與ヘラレタ。天シカラ晝食爲メノ三十分ノ中休息シ後復學ハ十五分ノ休憩一回、夜九時迄働カサレ十時半ニ收容所ニ歸ワタデアル。

翌日、勤務時間ハ午後、休憩カセカ、夕点ヲ除キ同様デア、丸太ヲ運搬スル各組ニ依リシテラ、人数ガ十名乃至十二名カラ僅カ七名ニワタハ八名ハ重荷ガ倒シテワタ私ハジミストン少佐ニ尋ネタ後其ノ報告ヲ作成シタデアル。

(英) 右ハ丸太道路ノ仕事ノ代表ナモデアルガ、結果及ビ開墾ノ勤務ハ同様困難デア、ワタ、全部隊ハ九月十七日頃迄一週同ニ

七日間働イタ。

(英) 勞務ニ赴イタ者、大多數ハ通常ナシハ病院、房カ若シハ輕イ勞務ニ服シテ居ル者ヲワタデアル。

Doc 5059A

(四) 或ル時我々ハ相成田骨ヲ折ツテ工兵達ノ作業ノ爲ニ所要人員ヲ集メルコトが出来タガ其時日本人ハ收容所内ノ作業ニ對シテ別ニ五十名ヲ要求シタ。此ノ仕事ハ日本人ノ爲メノ新營舎ノ建築、通路ノ造設及ビ彼等ノ爲ノ其他ノ仕事デアッタ。私ハ自今ノ足デ立ツコトノ出来ル者ハ之以上居ナイト云フ理由デ拒否シタ。私ハ此ノ件デ二時間日本人ト論争ヲシタ。此ノ要求ヲ爲スニ名一者ハ「フクダ」及「トヤマ」ニ中尉デアッタ。此ノ後彼等ノ内ノ一人ハ「トヤマ」ニト思フ処病室ニ入り兵隊ヲ仕事ニ驅リ出ス目的ニ棒ヲ以テ彼等ヲ打テ始メタ。私ハ私ノ先任軍医デ「ブンス」少佐ト急イテ相談ヲシタ。日本人ハ若シ兵達ガ仕事ニ出ナイニラバ收容所全体ノ食糧ハ半減サレルタラウト言ツタ。デ收容所ガ文字通り餓死サセラルヨリモモラリヤ療養ノ後期段階ニ在ル五十名ノ兵達ヲ撰下カガ寧ロ兵達ノ爲メニタルタラウト決心ヲシタ。此ノ段階ニ於テ第三收容所ハ殆ニ絶望的デアッタ。全員一千六百八十名ノ内病人ノ數ハ一千人以上デアッタ。

(五) 千九百四十三年七月十五日私ハ要求セシタ人員ヨリモ三十八名少ナク一隊ヲ送り出シタ。先任軍医將校及ビ彼ノ補佐官ハ人員再區分ヲメ明ルクナリヤ否ヤ仕事ヲ始メタ。正午頃ニ「ハント」及ビ「ジョニストン」兩少佐及ビ私ハ日本軍司令部ニ召喚セシタガ

No. 11

其所ニハ彼ノ命令ガ遂行サレカッタ爲メニ激怒
シテ居ル福田ガ居ツタ。福田ハ戰後濠洲トハ友好
的ニナルノカ日本ノ意圖デアールガ上級將校達ハ命
令ヲ遂行スルコトヲ拒ンテ出来ル限り日本人ニ反抗
シテ斗ルト言ツタ。彼ハ若シ彼ガ一々名ニ仕事ニ赴
ク可シト命令シタレバソレヲ者ハ我々がドンナニ抗
議シテモ仕事ニ行カネバナラヌト言ツタ。日本ノ兵
ハ死又覺悟デ居ルノ外カラ俘虜達モ亦鐵道
ノ爲メニソノ生命ヲ犠牲ニスル覺悟ヲシナケレバ
ナラヌ。彼ノ命令ニ背ケバ俘虜收容所指揮
官及ビソノ幹部ガ處罰セラルルノミナラズ該收
容所ノ全員ガ刑罰ヲ受ケルノヲト更ニ威シタ。
我々自身ノ特別ナ刑罰ハ火ノ中ニ立タセラルコト
デアツタ。彼ハ鐵道ノ建設ハ作戰目的ノ爲メニ要
求サレテ居ルノデ遲滞無ク進行サレネバナラヌ而シ
テ英人及ビ濠洲人ノ俘虜ノ生命ノ損失ヲ顧ミズ
有ユル犠牲ヲ拂ツテモ一定ノ期間内ニ完成サレナ
レバナラヌト言ツタ。又彼ハ我々自身ノ國民ガ病院
船ヲ沈メタリ蒸氣碾車^{T.N.}道路工事ノローラーヲ以テ
民間人抑留者ヲ踏ミ躍ワタリシテ已ニジユネー
ブ條約ヲ侵犯シテ居ルノダカラ吾々が「ジユネー
ブ條約ノ條文ヲ引用スルハ無駄デアルト言ツタ。
若シ必要ナラバ俘虜達ハ休息無シテ三四日ブ
通シテ働ク様ニ要求セラレルト述ベタ。

duc 5059A

No. 13

(四) 右ハ鉄道建設中ノ勞役ニ對スル日本人ノ態度ノ代表的ナモデルナル。有ラズル事が八月末迄ニ鉄道ヲ完成セシムルコトノ後ニ置カレテヤルノ事ト云フ感じヲ私ニ与ヘタ。

ソレヲ之ガ實現サシナカッタノデ彼等ハ激怒シタメ氣色ヒノ様ニナッタ。

其工事ノ終頃ニ我等ハ午前五時半ヨリ翌日ノ午前二時マデ働カサレバナラナカッタ。

(五) 九月十三日ニ私ハ福田中尉カラ鉄道ガ北方ヘ僅カニ數軒デアリ其ノ線ハ十六日マデニ南方ニ向ッテ三軒ノ「ソンクライ」ニ達スルノ必要ガ有ル爲停廢達ハ徹夜デ働ク覺悟ヲ要スルト告ゲラレタ。

然レモ停廢達ハ其ノ朝ハ五時半カラ仕事ニ出テ居タが大兩ノ爲メ作業ハ夜十時半ニ中止トナッタ。

九月十四日ハ起床ハ午前五時半デアッタガ、日中及ビ夕方ニカケテ大兩デアッタニ拘ハラズ停廢達ハ十五日ノ午前二時半マデ外デ働カサレタ。又モ彼等ハ五時半ニ起サレ九月十五十六日、夜半マデ働カサレマシタ。

十六日ハ午前五時三十分起床、作業ハ

doc 5059A.

午後十時ニ終リマシタ。ソノ時刻ニハ兵
達ハモウ金ウ疲勞ニキツマシタ。
状態ハ十七日モ略々同じデシタ。

前記ノ事實ハ凡テ當時私ノ所持ニ
テ斗々日記帳ニ記載サシテ斗マス。

(四) 一九四三年十一月、鐵道完成後生
残者達ハ日本人ノ鐵道建設主
要基地タル「カンブリ」ニ、鉄路南
下シマシタ。

私達ハソコニ約十日間滞在シテ後
「バンフック」ヘ移リマシタ。

約一週間餘「バンフック」ニ居タ後、私
五百名ノ軍隊ト共ニ海路「シン
ガポール」ノ「セラン」ヘ移リマシ
タ。

(五) 「F」部隊員トシテ「シンガポール」
ヲ出スルニ初ノ三、六六
二名、内一〇六〇名、即チ英
帝國濠洲軍部隊構成員
ノ約二十九% (二割九分) ハ
歸還シマセシメシタ。

全部隊ノ損失ハ四十四% (四
割四分) デシタ。

英軍ハ五十九% (五割九分)
ヲ失ヒマシタ。

No. 14

(四六) ソノ後タテ、隊員が死セシメシタソシテ他、タテノ者モ、今後一生、ソノ影響ヲシカニ感ズルコトデセウ。

(四) コ基大ノ人命喪失ノ原因ハ、「ケヤンギ」ニ於ケル十四ヶ月間、貧弱ノ食糧續ニテ恐ルベキ状態、五日間、汽車旅行、次イデ十七日間、重イ荷物ヲ背負ッテ貧シイ食糧ヲ携ヘテ汚イ中継收容所ヲ通ッテジヤングルヲ行進シテ兵達ガ疲勞シ切ッタコトナドニアツタノデス。彼等ハ作業ニ送レル前、何等休息ス與ヘラレマシデシタ。コレ等ノ出来事ニ原因スル肉体的疲勞ヲ恢復スルハ、不十分ノ食糧シカ給與ガレマシデシタ。栄養價、アル食糧ハアリマシデシタ。加フルニ極端ニ過度ノ労働ガナレナケレバナリマシデシタ。基本的ノ醫療品モ醫療設備モ、又基本的ノ衛生必需品モ欠乏シテ居リマシタ。

シリ、エイケ、カッブ 大佐 (署名)

一九四六年九月六日、ブリスベーンニ於テ、余ノ面前ニテ宣讀セラレタリ。

治安判事エー、エイケ、デイキン

(署名)